



REBUILDING OF BARK S. C. ALLEN TO BE DONE AT LOCAL SHIPYARDS

Following a report from a special board of survey, to be appointed to estimate the extent of damage sustained by the bark S. C. Allen at a disastrous fire that swept the after part of that vessel late Saturday night and continuing with unabated fury until an early hour Sunday morning, work will begin at once on the rebuilding of the vessel at the Inter-Island ship yard.

Until the board makes its report, the extent of damage can only be roughly estimated. It is believed that it will require ten thousand dollars to place the vessel in satisfactory condition again.

It is learned today that but little insurance is carried on the bark. Captain Mather and his wife saved only the clothes in which they stand. They were away from the vessel at the time the fire broke out. In returning to the vessel, they were then unable to save anything. Personal effects to considerable value were destroyed.

The present voyage of the S. C. Allen was in the nature of a bridal tour for Mrs. Mather. The cabin in the well known sailing vessel had been fitted up in pleasing manner in honor of the occasion.

Captain Mather is credited with having had a pretty narrow escape from serious burns. In leaving the top of the house he leaped to the deck below, which having been afire, became weakened and gave away beneath the weight of the skipper. Captain Mather was hurled to the next deck below, then a mass of blazing timber. He was rescued unharmed save some slight burns.

Chief Mate G. C. Bowen, spared a portion of his wardrobe through the failure of a Japanese to find the quarters occupied by the officer.

The S. C. Allen, which built in Bath, Maine, and has been twenty-five years in service, is partially owned by Allen & Robinson. Several parties on the coast hold an interest in the vessel. The vessel has been engaged in the lumber trade between the coast and the islands for years. Allen & Robinson of this city holding an interest in the bark and serving as her agents.

A lighted cigarette may have been responsible for the fire that is now believed to have had its origin in the lower part of the afterhold of the S. C. Allen. Spontaneous combustion was also given as a possible reason for the blaze that has done thousands of dollars' damage to the once prominent lumber carrier.

That a lamp exploded in one of the cabins and in so doing set fire to the after part of the vessel is scouted as improbable.

The S. C. Allen arrived here on March 16th from Grays Harbor with a full shipment of lumber consigned to the agency of Allen & Robinson. The vessel, under the command of Captain Mather, who is a well known and very popular mariner, has heretofore been favored with much good luck. The S. C. Allen had been discharged with the last of the week, and Friday Captain Mather completed arrangements with the Inter-Island Steam Navigation Company whereby the bark was to go to the local marine railway for a cleaning, repainting and a general overhauling of her decks and rigging.

Night watchmen connected with the federal customs service are said to have first discovered the presence of fire on board the distressed bark late Saturday evening. The news that the S. C. Allen was afire rapidly spread along the partially deserted waterfront. A phone message soon brought the fire department to the scene.

There was then that insufficient pressure was found in the city mains. Several attempts made by the fire fighters to raise a column of water to the height of the burning deck and upper works of the vessel met with failure. As the bark rested on the marine railway, it was necessary that a stream be sent to a considerable distance. Additional hose was brought from the stations, and connection was then made with the waters of the harbor. The engines began pumping and several large and powerful streams were the result.

By eleven o'clock the fire was well under control, but not, however, until the greater part of the stern of the bark had been burned away. The cabins were practically gutted. Much damage was also done to the gear and rigging.

The fire certainly visited the harbor at an unfortunate time. Repairs to the engine of the U. S. tug Navajo prevented that vessel rendering any assistance. The Matson Navigation tug Intrepid, which has been undergoing extensive alterations for three weeks past was completely out of commission. The lightship tender Kukui, while prepared to take to sea or render assistance, was handicapped in that the vessel was of too deep a draught to get anywhere near the blazing vessel, then high and dry on the marine railway cradle.

Captain Mather denies that any large quantity of oil or inflammable material was stored in the lazaret of the vessel as reported yesterday morning through the public prints.

President and General Manager Kennerly, Superintendent Sheedy, of

the Inter-Island, Manager Lyle of the marine railway, and a number of port officials and shipping men soon gathered near the fire, and freely offered their services.

It was stated this morning that captain, officers and men lost many of their personal effects in the fire. The damage falls heaviest on the master and mates.

Four Departures Set for Tuesday.

A number of Inter-Island steamers have been placed on the berth for departure tomorrow. The Kinau is leaving at 5 o'clock for regular ports along Kauai. The Mikahala will depart at the same hour for Maui, Molokai and Lanai ports, taking passengers, mails and cargo. On or about noon, the Kilanea, with a good-sized list of passenger and a large amount of freight, will be dispatched for Kona and Kau coast of Hawaii.

The Iwalani, returning from the Big Island with a quantity of sugar, has been discharged and is expected will sail for Mahukona and Kawaihau on or about noon.

Lurline Report.

The following wireless message has been received by the agents of the S. S. Lurline, bound for Honolulu: For Honolulu, 20 cabin passengers, 4 steerage passengers, 247 bags mail, 57 tons cargo. For Kahului, 430 tons cargo. Ship will arrive Tuesday and dock at Hackfield wharf.

PASSENGERS ARRIVED

Per stmr. Kinau from Kauai ports, April 6.—Master Hansen, Master Douse, A. M. De Vico, Miss Anderson, P. Wichman, H. Kato, Rev. Pui-ki, D. E. Baldwin, F. L. Turner, Jas. McHardy, F. Hayhurst, W. Schilling, H. Paul, Max Greenbough, G. H. Angus, Mrs. Millan, Joseph Paul, James Kula, J. Akana, Miss M. Deas, Mrs. Webber, Miss Webber, Miss V. Arnold, Miss Gardner, Miss McClymont, Mrs. Low, Miss E. Lidgate, Miss D. Lidgate, Leslie Wishard, Miss B. Wishard, F. Broadbent, C. B. Ripley, A. Horner, Mrs. B. Cressaty, H. Dumont, Mrs. A. Isenberg, Master Isenberg, Master R. Isenberg, F. E. Towle, H. C. Coburn, C. A. Rice, Francis Gay, G. N. Wilcox, C. W. Spitz, Mr. Bridgewater, R. R. Crack, H. Fassoth, J. Fassoth, P. Fassoth, and 73 deck.

Per stmr. Mikahala, from Maui and Molokai ports, April 6.—W. C. Hitchcock, Mrs. Ohelenui, Miss S. Smith, Ed. Kaupu, Geo. C. Beckley, August Dreier, F. F. Meyer, Miss M. Nelson, Miss D. Ambrose.

LITTLE ROOM ON VENTURA

When the Oceanic liner Ventura steamed through Sydney Heads for San Francisco on last Saturday, there was mighty little room left for additional passengers that might book by this popular vessel from Honolulu for San Francisco.

Passenger Agent Gilmore of the Oceanic line in this city has received a cable in effect that the Ventura should arrive here on or about April 18th with but accommodation for fifty additional first class passengers.

A very large consignment of Australian refrigerated beef and mutton is enroute to the islands in this vessel. The meat is consigned to the local quartermaster department.

The Ventura is expected will be dispatched for San Francisco about seven o'clock in the evening of the date of arrival. At least one hundred passengers have been booked for the coast, which would indicate that some one is destined to disappointment.

HARBOR NOTES

Lumber laden, the schooner Muriel has been dispatched from the Sound, destined for Honolulu.

The United States army transport Logan, from San Francisco, to Honolulu and the far east, is due to arrive here on next Saturday.

Following the discharge of 5000 sacks of sugar, the Inter-Island steamer W. G. Hall will be dispatched for Kauai ports this afternoon.

The Pacific Mail liner China, for Honolulu, is due to arrive from the coast on next Friday morning, according to predictions through cable.

Heavy timbers to support the superstructure at the new Queen street bulk head wharf are going into place. Much of this material is already on the ground. The speedy completion of the wharf is assured.

Bad weather prevented the landing of supplies as well as passengers at Halaiva, Molokai, according to report brought by officers in the Inter-Island steamer Mikahala. The steamer returned with sugar and cattle.

A TEN YEARS' INTERVAL

By EMILY J. ARMSBY

The time had come for the meeting of a class of graduates of the Naval academy at Annapolis of ten years before. A lieutenant who had just arrived stood on a certain spot on the parade ground in a contemplative mood. A lady leading a little girl by the hand came along a walk.

"I beg pardon," said the lieutenant, lifting his cap. "Can you tell me if Professor D. still occupies a chair at the academy?"

"He does."

"I am a member of the class of 1900—I studied under Professor D. and had a great admiration for him."

He waited for the lady to say something more, but she did not seem inclined to do so. He continued:

"Professor D. had a lovely daughter, Alice. Is she still living?"

"She is."

"Him?" He gazed on vacancy. Evidently he had returned to his cadet days and some especial memory.

"I knew Miss Alice D.," he resumed presently. "She was a lovely girl."

"She is an especial friend of mine. She told me once that she was engaged to a cadet who graduated about your time, possibly of your class."

"Indeed?"

"Yes. He sailed for the east after leaving here and did not return."

"Surely he wrote to her?"

"I believe he sent her a letter or two, but that ended the correspondence."

"Dropped by the lady, I presume."

We naval men are noted for our constancy.

"If having a sweetheart in every port is constancy then you are all models of faithfulness."

"I cannot conceive a member of my class—they were all honorable fellows—disregarding his plighted troth."

"There were some of them I can't conceive of regarding it. I was a young lady when your class graduated, and I knew many of its members."

"One of us you wrong. That I know—myself."

"Indeed?"

"Yes. I loved a girl attached to the academy, her father being a member of the academic staff."

"Professors' daughters form excellent material for cadets to practice making love upon."

"You speak in irony. I parted from the girl I loved the night before I sailed right here where we are standing. The moon was at the full and shone down through the leaves; patches of light quivering upon the grass on which we stood. We vowed eternal constancy. It seemed at parting that I could not let go her hand. At last I tore myself away and the next day began the wandering of a naval officer."

He bowed his head, then finished in a trembling voice, "Alas, when I returned a few years later to America I heard that she had married another."

"Alice told me all about it."

"Alice?"

"Yes. You had not been long in Japan when a cruiser returned from there bearing an officer who had met you in Tokyo. Alice met him in Washington. He knew nothing of your engagement to her and told of two affairs of yours at the capital of Japan."

"And Alice believed these stories?"

"Others told them as well."

"I swear!"

"By the inconstant moon, or, rather, don't swear at all. You are absorbed from all blame. There is some incongruousness in a midshipman of twenty keeping faith with his first sweetheart. Besides, you have gained rather than lost. Alice is now thirty. You would not recognize the woman nearly middle aged the girl of nineteen. You may still find from flower to flower for another decade and then be young enough to pluck a bud."

"I shall never love any woman except Alice."

"You would not recognize her if you should see her."

"I would know her among a thousand."

"Come and see me this evening and I will give you an opportunity to pick her out among half a dozen—the third house over there in the officers' quarters."

She passed on, leaving the lieutenant uneasy. He could not remember very well how Alice D. had looked as a girl. Now that she was ten years older to recognize her would be difficult. Nevertheless the officers of the United States navy are used to standing by their guns in more than one respect. He called on the lady he had met and found five other women of ages between eighteen and thirty. He entered the room, casting furtive glances on those assembled. They were all in the secret and on the quiver of expectation. He was presented to them all, but none of their names was spoken.

"And now," said the hostess, "the girl you parted with ten years ago stands before you. Choose her."

The lieutenant thought of the Indian ocean and wished he was riding on its billows. He scrutinized them all, growing the while very red, and at last concluded to risk a choice in a lady of twenty-five.

It was received with a burst of laughter.

"I am Alice," said the hostess, "and permit me to say that you are the most unmitigated humbug I have ever known."

An officer entered the room whom she introduced as her husband, a lieutenant commander.

2 POSTMASTERS MAY BE AIDED BY STIFF FIGHT

Senator Townsend and Associates Proposed to Work for Taft Appointees

By C. S. ALBERT

[Special Star-Bulletin Correspondence] WASHINGTON, D. C., March 24.—Two Hawaiian postmasters may be taken under the protecting wings of Senator Townsend and his Republican associates who propose to make a stiff fight for all of President Taft's appointments which were made in good faith and not for political purposes. There is a bare chance that they may remain on the payrolls indefinitely because their successors may fail of confirmation.

The officials involved are Charles A. De Cew, postmaster at Wailua. He was reappointed. His commission expired February 18, 1913; M. T. Lyons, postmaster at Wailuku. He was also reappointed. His commission expired December 16, 1912.

Senator Townsend is on the war-path. It is his firm intention to bitterly oppose the confirmation of all postmasters appointed to succeed those whose nominations were sent to the senate by President Taft between December 2 and March 3. Approximately 1500 names were sent in. But one was confirmed. He was the postmaster at Concord, New Hampshire, the home town of Senator Gallinger.

According to Mr. Townsend he will sift out all those whose places were held open for an unreasonable period or where changes were made purely for political reasons. But where the appointment was made in the usual manner and no reasonable objection could have been made to confirmation, Mr. Townsend will resist to the utmost the filling of such places by Democrats. He will maintain that Republicans are entitled to those positions.

It is said a number of other Republicans will rally to the assistance of Mr. Townsend. Some real lively sessions are anticipated when Mr. Wilson fills the places covered by the legitimate nominations of President Taft.

Washington Topics

No current legislation or any other subject will be taken up by the extra session till congress disposes of the tariff. This is the position which President Wilson practically agreed upon, according to Representative A. Mitchell Palmer.

Chairman of the Democratic caucus, who discussed legislation with him. Representative Palmer told the president of the progress of the tariff bill being drawn by the ways and means committee. He said he had no doubt that everything would be ready when the session opened on April 7.

The suggestion that President Wilson may shoot another precedent of long standing by doing away with regular cabinet meetings may prove to have more foundation than is generally believed.

Cabinet sessions, as a rule, are devoted to little more than the presentation of department business to the president. According to the precedents of many years, the president listens to cabinet officers, in the order of their official status, present matters in their respective departments, beginning with the secretary of state and going on down the line.

While the president is occupied with the state department he does not wait for other departments to do nothing and await their turn. It often happens that some of the cabinet officers never get to their turn and spend an hour and a half or two hours of valuable time merely waiting. It would be just as easy, according to the view of many, to have these matters settled between the president and each cabinet officer as necessity arises and without taking the time of other officials not concerned in the least as to what is going on in other departments.

On important matters of policy the president would, of course, wish the advice of all the members of his cabinet. That would necessitate his calling in all his advisers together and he would be the best judge of the time for this.

Many hours of valuable time are wasted by cabinet officers going to cabinet meetings at which only routine department matters are considered and when nine men are waiting for one man to get through his turn with the president.

No official announcement has been made from the White House on the subject and what is in the president's mind on the subject is not known.

WEATHER TODAY

Monday, April 17.

Temperature—6 a. m., 72; 8 a. m., 75; 10 a. m., 78; 12 noon, 78. Minimum last night, 70.

Wind—6 a. m., velocity 10, N. E.; 8 a. m., velocity 8, E.; 10 a. m., velocity 8, N. E.; 12 noon, velocity 13, E. Movement, past 24 hours, 286 miles.

Barometer at 8 a. m., 30.12. Relative humidity, 8 a. m., 60. Dew-point at 8 a. m., 60. Absolute humidity, 8 a. m., 5.614. Rainfall, 0.

The consideration of the appointments of the governor of the men to act on the commission to investigate into the financial affairs of Hilo was deferred until Tuesday, the reason given being the absence of Senators Rice and Penhallow.



All run down, easily tired, nervous? And do not know what to take? Then go direct to your doctor. Ask his opinion of Ayer's Sarsaparilla. It contains no alcohol, no stimulation, and is a blood purifier, a nerve tonic, a strong alternative, an aid to digestion. Ask your doctor about Ayer's non-alcoholic Sarsaparilla as a strong tonic for the weak.

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MAUI NOTES

[Special Star-Bulletin Correspondence]

Mr. and Mrs. S. W. Wilcox of Lihue, Kauai, have been visiting their daughter, Mrs. D. H. Blodgett of Hamakua. Mrs. Wilcox will remain for two or three weeks longer on Maui.

Miss Charlotte L. Turner is paying a visit for two weeks to Mrs. H. P. Baldwin at Mahulia, Makawao.

A large number of signatures have been secured from Maui citizens on a petition that Charles Cottrell be retained as collector of internal revenue for the territory of Hawaii.

The Punahou boys and girls have been back on Maui for a vacation. Needless to say that when these young people come home, there is something lively going on all the time.

The sum of \$51.00 was sent down today by Hon. Jolin W. Kalua to the relief fund for the Oloa afflicted. This money was the collection of the associations of the Maui churches, of the Sunday schools and the societies of Christian Endeavor taken in the meetings just closed at the Kahu-mau church, Wailuku.

A meeting was held two weeks ago at the home of F. P. Rosecrans in the interests of a new Maui high school. A representative number of people was present and talked over the matter rather carefully. Two petitions have already been circulated asking the board of supervisors of Maui county to go into the matter and secure teachers and provide a high school to be located at Paia. It is claimed that if such a school could be started next September some 35 or 40 pupils would be ready to enter. The location of the school at Paia would be most convenient, it is thought by many, and the pupils from Hailu, of whom there are a number, could easily reach such a centrally located school. The petitions have a large number of signatures.

TRIED RECIPES

Baked Veal in Crumbs

Dip a fresh veal cutlet in beaten egg, then in fine cracker-crumbs, and lay it in a baking-pan. Cut thin slices of bacon or salt (pickled) pork, and lay them over the cutlet, so that it is fairly well covered. Bake in a hot oven for about half an hour. A thick slice of cutlet gives the most satisfactory results. Serve with mashed or creamed potatoes.

Croquettes of Beans

Cook one-half cupful of white beans until well done. Mash them thoroughly, and add two tablespoonfuls of melted butter. Brown in a little butter one small onion very finely hashed, and one tablespoonful of chopped parsley. All these to the beans with enough breadcrumbs to make a paste easily formed into small balls. Fry in deep fat.

Upside-down Pie

Peel and quarter six large apples, and cook them in a pudding-dish on top of the stove. Make a batter of one-quarter of a cupful of butter, three-quarters of a cupful of milk, one cupful of flour, one teaspoonful of baking-powder, one tablespoonful of sugar, and the yolks of two eggs. Save the whites for the frosting. Pour the batter over the apples, and bake; then turn the pie out on a plate, cover with frosting on the apple side, and brown in the oven. Serve with cream.

Jumbles

Use 12 tablespoonfuls of butter; three-quarters of a cupful of sugar; two cupfuls of flour; the yolks of three eggs beaten with one teaspoonful water. Beat the butter to a cream, and then add the sugar and eggs. Sift in the flour, and add a few drops of almond extract. Boil the paste between the hands into little balls the size of a hickory nut, and drop them on a buttered tin. Press on each a slice of citron or of candied orange-peel. Bake in a moderate oven 10 or 15 minutes.

Dr. Almon Gunnison, president of St. Lawrence University at Canton, N. Y., is critically ill, suffering from acute indigestion.

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Notice To Shippers

Shippers' attention is called to the following: The Secretary of Commerce and Labor may permit the use of petroleum as fuel on steamers not carrying passengers, without the certificate of the supervising inspector of the district where the vessel is to be used, subject to such conditions and safeguards as the Secretary of Commerce and Labor in his judgment shall provide. For a violation of any of the conditions imposed by the Secretary of Commerce and Labor a penalty of five hundred dollars shall be imposed, which penalty shall be a lien upon the vessel, but a bond may, as provided in other cases, be given to secure the satisfaction of the judgment.

All gunpowder, nitro-glycerine, camphene, naphtha, benzine, benzole, coal-oil, crude or refined petroleum, oil or vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction-matches, and all other articles of like character, when packed or put up separately from each other and from all other articles; and the package, box, cask, or other vessel containing the same shall be distinctly marked on the outside, with the name or description of the article contained therein.

It shall be unlawful to transport, carry, or convey, liquid nitro-glycerine, fulminate in bulk in dry condition, or other like explosive, between a place in a foreign country and a place within or subject to the jurisdiction of the United States, or between a place in one State, Territory, or District of the United States, or place noncontiguous to but subject to the jurisdiction thereof, and a place in any other State, Territory, or District of the United States, or place noncontiguous to but subject to the jurisdiction thereof, on any vessel or vehicle of any description operated by a common carrier in the transportation of passengers or articles of commerce by land or water.

Every person who packs or puts up, or causes to be packed or put up for shipment, any gunpowder, nitro-glycerine, camphene, naphtha, benzine, benzole, coal-oil, crude or refined petroleum, oil or vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction-matches, or other articles of like character otherwise than as directed in the preceding section, or who knowingly ships or attempts to ship the same, or delivers the same to any such vessels as stores unless duly packed and marked, shall be deemed guilty of a misdemeanor, and punished by a fine not exceeding two thousand dollars, or imprisonment not exceeding eighteen months, or both: one-half of the fine to go to the informer, and the articles to be liable to seizure and forfeiture.

Every package containing explosives or other dangerous articles when presented to a common carrier for shipment shall have plainly marked on the outside thereof the contents thereof; and it shall be unlawful for any person to deliver, or cause to be delivered to any common carrier engaged in interstate or foreign commerce by land or water, for interstate or foreign transportation, or to carry upon any vessel or vehicle engaged in interstate or foreign transportation, any explosive, or other dangerous article, under any false or deceptive marking, description, invoice, shipping order, or other declaration, or without informing the agent of such carrier of the true character thereof, at or before the time such delivery or carriage is made. Whoever shall knowingly violate, or cause to be violated, any provision of this section, or of the three sections last preceding, or any regulation made by the Interstate Commerce Commission in pursuance thereof, shall be fined not more than two thousand dollars, or imprisoned not more than eighteen months, or both.

(Signed) INTER-ISLAND STEAM NAVIGATION CO., LTD.

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